the magazine of PACIFIC FISHERIES

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FUN - - OR FOOD?

The gloves are off. The battle is on. The fishing industry in California and in the United States generally is the object of attack from within this state, and from abroad. We will fight!

In California we face the Proposed Initiative Referendum measure, perhaps better described as the "Closures" act, by which deluded portions of some sportsmen's groups are proposing to knife a large segment of our fishermen. It is not certain at this writing that this vicious measure will be allowed to go to a public vote, despite the tendency of many persons to sign referendum proposal lists without thinking.

But the threat of so unfair and short-sighted a bill becoming law is enough to stir *everyone* who is interested in fish as a food!

It is no longer a matter of some sporting gentlemen flexing their ego-muscles through propaganda exerted on unthinking hunters and game fishermen. It's a matter of men being thrown out of work; of businesses faced with bankruptcy; of consumers forced to pay higher prices for food through increased operating costs and short-sighted procurement limitations.

This proposed Sardine and Northern California Rivers closure measure is becoming more than a localized injury to the fishing industry. It is a fight which will interest every husband and every wife who must provide food for their families—and one we think they will join!

The following statement, received from the Scripps Institution of Oceanography at La Jolla, will be of real interest to everyone concerned with the attempts by interested parties to force upon the California electorate the Sardine and Rivers closures Act.

"It is the wish of the administration of the Scripps Institution of Oceanography that it be made clear to all concerned that Mr. Carl I. Johnson, Foreman of Buildings and Grounds, is acting in all matters concerning fisheries legislation on his own initiative as an interested citizen, and that he does not necessarily reflect the judgment or opinion of the Scientific Staff of the Institution. Certainly he does not represent the policy of the Institution or the University of California."

CARL L. HUBBS,
Professor of Biology.

NEW SCRIPPS DIRECTOR

Dr. Carl Eckart, widely known throughout the scientific field of marine exploration, was named Director of the University of California's Scripps Institute of Oceanography at La Jolla.

Dr. Eckart brings a wealth of knowledge and practical experience to help hi min his work with a staff of 30 faculty members and 40 graduate students.

In succeeding Dr. Harold Sverdrup, who resigned in order to take over one of the most important scientific jobs in Europe—that of director of the new Institute of Polar Studies at Oslo—Dr. Eckart had served as director of the University of California's Marine Physical Laboratory in San Diego, working with the Navy on sub-sea research. Before the war he was teaching physics at California's Division of War Research in San Diego. He took his A.B. degree at Washington University and his Ph.D. at Princeton.

Dr. Eckart's work in the months to come, and that of his learned staff, will be thoroughly appreciated by an awakened fishing industry and a public now beginning to realize the vastness of the resources of the oceans, how little we know of them and the extent to which food production from the seas can be increased and improved.

The magazine TUNA FISHERMAN joins the rest of the California fishing industry in extending a warm welcome to so noted a scientist.

the magazine

TUNA fisherman

Copyright, 1948

A Journal, Published Monthly at San Diego, California, Serving the Pacific Fisheries

Volume I MAY, 1948 Number 6

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Publisher - - - - - - - - - - OSCAR de BECK
Editor - - - - - - - - - CHARLES M. HATCHER
Advertising Manager - - - - - - - - - M. B. RICE
Staff Associate - - - - - - - - - - JOHN de BECK
Art Director - - - - - - - - - G. H. MUNKELT, JR.
Address: 205 Broadway Pier San Diego 1, California

Subscription Rates: Per Year, $3; 2 Years, $5; 3 Years, $7.
Per Copy: 25 Cents

Application for entry as Second Class Matter is pending
Radio-telephone identification, "TUNAMAG"—
San Diego — Franklin 9-1397 - 9-1398

Portugal's Ambassador to U. S. Visits San Diego

An elaborate reception was to be accorded the Portuguese Ambassador to the United States, Dr. Pedro Theotonio Pereira, upon his scheduled visit to San Diego April 27, 28, 29 and 30.

Dr. Pereira's visit was primarily to see and visit with the Portuguese people in San Diego, and representatives of all the Portuguese organizations of the city were represented on the reception committee which handled all details for his entertainment.

Mr. A. E. Codina, who did so fine a job on the arrangements and program at the dedication of the U.P.S.E.S. hall on April 10, was Secretary of the reception committee.

One of the principal highlights of the affairs planned for the ambassador's stay was a great banquet to be staged in Imig Manor on the night of the 29th of April. Dennis Oliver was in charge of details of the banquet. Another feature of the program marking Dr. Pereira's four-day stay was a special fishing cruise arranged for him by Mr. M. O. Medina. The ambassador had reservations at the Coronado hotel, and was showered with attentions of the city as well as by the citizens of Portuguese descent.

The Cover

Outside machinist Orville Saulters and helper James Arrowsmith caught by staff associate John de Beck at work on the SUN GLOW (Sun Harbor) at Lynch Shipbuilding Plant. Anthony D. Madruga, managing owner.

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The management of our company has faithfully served the fishing industry of San Diego and Southern California by catering to the needs of the fishermen. We believe that the experience of our personnel has shown the fishing industry our responsibility and interest in their problems. Because of our interest in the needs of the fishing industry, we have grown and hope to continue to do so with the fishing industry in the Tuna Capitol of the world.

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Harold X. McCaffrey, Manager

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the magazine
TUNA fisherman

State of the Industry

WHATEVER THE FISHING INDUSTRY may have to say about 1948 when the curtain rings down upon the year, no one will say it was dull. Within the industry itself, the house was in reasonably good order. There was little bickering, the prices of fish and fish products have been consistently firm, and all levels of the industry from the men who haul in the fish to the biggest cannery executives are pulling together.

It is well that the hitherto loosely associated fisheries groups of this country are beginning to pull together. Many threats against the welfare of the entire industry have arisen, some on one front, some on another. We may be broken one by one, unless we join in common cause.

Some of the dangers pointing up the need for cohesive, dynamic action were spot-lighted at the recent convention of the National Fisheries Institute. (*See pages* 15-16-17-19.)

The fishing industry faces, in 1948, *the over-all pressure of high freight rates and what amounts to discriminatory transportation charges. In California we face the vicious legislation known loosely as the Sardines and Northern California Rivers closure act. The Pacific Coast fisheries face the danger of frozen fish importations from Oriental sources which have always been able to undercut legitimate United States competition. The industry as a whole must fight out the problems connected with the Mexican fishery treaties, still surrounded with hush-hush and mumbo-jumbo.*

But the brains which have led American fisheries to the top are not asleep. There will be plenty of action on a united front and each of us will be given a chance to carry out a useful assignment.

—§—

On April 23 Acting Secretary of State Robert A. Lovett officially set up the post of 'Special Assistant for Fisheries" at a $9,975 a year rate of pay, thereby assuring the industry a top hand at Washington when important decisions hereafter are to be made which affect the life and welfare of the American fisheries.

The salary is mentioned since that figure is listed as top government pay for civilian jobs outside of cabinet rank, indicating the post most probably would be inetgrally concerned with policy-making decisions.

Lovett feels the man should be an attorney or have legal background since much of the work to come is expected to involve international law and negotiation of fishing treaties with other countries.

The post will remain at a policy making level wherever it may be placed in the final reorganization of the State department now imminent.

INDICATING VITAL NEED FOR HELP at Washington when transportation rates on fish and fish products are involved is the recent announcement by James K. Knudson, solicitor's office, of appointment of a rate expert to handle fishery problems in the U. S. Department of Agriculture.

Knudson, in announcing the new post, pointed out that pressure for freight rate icreases by railroads began in 1946, *when the lines were given a* 17½ *per cent boost. In that year, Knudson said, the railways carried more than three billion pounds of fish and fish products earning revenue of* $54,000.000.

New demands, he pointed out, would bring the railroads a 40% *increase over* 1946 *rates, and, using that year's revenues of* $54,000,000 *as a base, the new charges would force the fishing industry to pay approximately* $76,000,000 *in freight rates!*

"Your freight rates," Knudson said, "as compared with rates on many other products, are abnormally high."

—§—

U. S. FISH AND WILDLIFE SERVICE have been given many a bump during its valuable lifetime, but the fishing industry is tired of having this fine organization bundled around in Washington every time some new political "big deal" pops up. This organization has at one time or another since 1871 been under jurisdiction of Federal agencies including the Department of Labor and Commerce, the Department of Commerce and even the Smithsonian Institute, as well as its present boss, the Department of the Interior. Always it has served faithfully and well.

Comes now a resolution by the National Fisheries Institute ". . . that necessary steps be taken to secure passage of legislation to establish an independent Fish and Wildlife Commission of not less than five members, two of whom shall be representative of the commercial fishing industry, two shall be representative of the Wildlife interests, and one shall be representative of the public at large, and . . . that this resolution be submitted to the Platform and Resolutions Committees of both the Democratic and Republican parties for inclusion in both party platforms at their forthcoming national conventions.

Amen.

—§—

CONTINUED STRONG DEMAND FOR FISH during 1948 seems assured because of prospects that supplies of meat, poultry and eggs will be tight, according to an advance forecast in the Commercial Fisheries Review. Prices began rising as far back as September of last year and market levels of salmon, sardines and tuna should hold firm or possibly gain a little if the international situation becomes acute.

Brilliant gathering attends opening of $100,000 edifice

SAN DIEGO UNITED PORTUGUESE S. E. S. DEDICATE NEW HALL

To outsiders passing by the beautiful big building on 2818 *Addison street in San Diego, the folks inside appeared to be having just another gay and colorful celebration. But to the Portuguese of San Diego the night of April* 10, 1947, *and the great hall jammed to the overflow point meant a triumph of faith and love and toil. The hundreds of happy men, women and children gathered here with their guests were celebrating not merely an ordinary event. They were present to dedicate and inaugurate the United Portuguese Society Espiritu Santo hall after a quarter century of struggle and determined belief in such a goal.*

Back in 1922, when the first U.P.S.E.S. hall and chapel were built. Mr. M.O. Medina led a vigorous fight to successful completion and gave the Portuguese residents of San Diego their first meeting place on the same location the present hall holds. Everyone chipped in something, crew members from each Portuguese fishing boat donating a day's pay and others giving their physical toil to erect the buildings.

As time went on and the families grew it became apparent that more room was needed and so a separate unit was added to the wooden hall, so that both English and Portuguese dances might be held. This adjacent area was added to the main building in 1941. Still the colony grew, however, so plans began to mature over the years until a few months ago the ground actually was broken for new construction of a fine meeting hall and chapel combined which would adequately represent the U.P.S.E.S.

IMPRESSIVE SCENE

San Diego has seen few civic gatherings which could equal in beauty, sincerity and impressiveness the splendid dedicatory ceremonies which marked the opening of the new hall April 10.

Introduced by M. O. Medina, who accepted the Presidency of the United Portuguese S.E.S. hall in 1922 *and held during all intervening years since then except the period* 1933-1938 *when Mathew C. Monise served, were such outstanding guests as Harold Peary, the "Great Gildersleeve"; Senor Oswaldo Tamayo E, Ecuadorian Consul; Lynn Sousa, Hollywood starlet; contractor L. C. Anderson and architect Gilbert Reynolds, and Judge Gordon Thompson, who was principal speaker of the evening.*

For once the "Great Gildersleeve" gets a break with a beautiful girl, contrary to his normal luck in his regular weekly radio program. Here he salutes Queen Angie Vierra after awarding her the crown of office, at the dedication ceremonies April 10 *in the new U.P.S.E.S. hall.*

Programmed events were off to happy beginning when Mr. Medina sketched both in English and Portuguese the history of his people in San Diego. His talk was short, but extremely effective and sincere. Both the national anthem and the Portuguese national hymn were sung by the audience, and then Msgr. Lawrence Forristal, pastor of St. Agenes church gave the invocation.

"GILDERSLEEVE" EMCEE'S

From this point on, the evening was given over to gaiety and music, master of ceremonies Harold Peary displaying the skill and professional fun-making which has taken him to the top in radio and entertainment circles.

Photographers enjoyed especially his presentation of the Queen of the evening, Miss Angie Vierra. One picture shooter, a little late for the spontaneous kiss with which the charmed master-of-cermonies presented the crown to Miss Vierra, called for a repeat. No one seemed to mind, happily. Miss Hazel Virissimo and Miss Leonora Teixeira, were second and third respectivley in the contest for Queen.

A charming little Miss, not much bigber than the official Queen's crown she was bearing, was selected to deliver the decoration. She was four year old Sherrel Ann Williams, daughter of Mr. and Mrs. Clark Williams.

Votes of the top three girls were as follows: Angie Vierra, 28,030; Hazel Virissimo, 20,020, and Leonora Teixeira, 14,750. Other young ladies prominent in the contest were Alyce Rosa, Isabelle Viegas, Angie Ventura, Elvira Tavares, Virginia Brown, Virginia Xavier, Gloria Freitas, Lucille Cardoza and Dorothy Espinola.

LOCAL GIRLS STAR

After presentation of honored guests, part two of the program brought to delighted guests a song, "Egrejinha da Minha Aldeia" and a Portuguese folk dance by Mary Virissimo; a song by Lynn Sousa, screen starlet; an East Indian Nautche dance by Margaret Sutton; a return act, an imitation of Carmen Miranda by Mary Virissimo; variety numbers by movie actress Isabelita, and an operatic number by Carmen Prieto, coloratura soprano.

While the audience was still congratulating themselves on this portion of the evening's entertainment the curtains were swung, then lifted upon a comedy

A portion of the overflowing crowd which attended the impressive dedication ceremonies celebrating the opening of the $100,000 *Portuguese Society Espiritu Santo hall on Pt. Loma on April* 10.

sketch by the Footlights Theater, Inc., which presented Sterling Jensen, Lois de Lannoy, William B. Howarth, Beth Masterson, Rina Caporaletti and Bob Landis in the show "The Bathroom Door."

Following the show everyone got up for a stretch, the chairs were cleared from the spacious floor, and for the rest of the evening the crowd of nearly one thousand society members and guests danced to their hearts' content. Rudy Marino's gaily attired orchestra assured a completely successful conclusion with smooth and superbly presented music.

MONISE NEW PRESIDENT

Mr. Mathew Monise, who has so intimately been associated with all works for the good of the Portuguese people in San Diego, is to be President of the U.P.S.E.S. hall for 1948, we learned, with the beloved M. O. Medina taking a well earned rest at the culmination of his—and his people's—dream. How long he can be persuaded to stay out of active work for things which need to be done, however, is something else.

Cost of the U.P.S.E.S. hall has been placed at approximately $100,000. Planning of details of construction and equipment called for much hard work on the part of the whole group of public spirited leaders associated with the venture, the able assistance of Anthony L. Madruga, Westgate port captain, being invaluable in his post as UPSES secretary-treasurer.

LEADERS IN COMMUNITY

Program committee members cannot be praised too highly for their constant endeavors and smooth cooperation. They were: Mr. Antonio Codina, arrangements chairman; Mrs. M. O. Medina; Mrs. Eddie Varley; Mrs. Esmael Virissimo and Mathew Oliveira, in addition, of course, to Mr. Monise and Mr. Medina.

Directors are: M. M. Medina, M. F. Correia, Dr. Francis M. Amaral, Joe Medina, A. G. Rosa, Frank Soares, Manuel Neves, Manuel Silva, John Leanders, M. H. Freitas, August Silva, J. G. Cardosa, M. H. Gama, M. G. Rosa and Mathew Monise.

* *

Motivating force for a quarter century spearheading the desire of San Diego Portuguese to have a fine hall and chapel, Mr. M. O. Medina, addressing the audience at dedication ceremonies April 10, *captured the feeling of everyone in his sincere opening remarks spoken in both Portuguese and English.*

Captain Mathew Monise will be president of the always brilliant S.E.S. Fiesta, to be held this year on May 16. He is owner-skipper of the clipper "VICTORIA," which this year is the host clipper.

The ballroom itself is impressive in it's grace and efficient arrangement, and should be able to accommodate 600 persons in normal gatherings, with considerably larger numbers at dances. Floor space of the ball room is 80' by 45', flanked by rooms designed for cooking, serving of drinks, business and preparation of stage productions.

An outstanding feature of the edifice is the small but elegant chapel, reverently built into the north west corner as a shrine and central gathering point for religious observances for those of the community in their use and enjoyment of the entire hall.

High Seas Packing company general manager started his successful career in fishing industry when much of San Diego waterfront was mud-flats. He loves his job and his plant— and in spite of a "hard-boiled" facade—his people.

NIELSEN - EXECUTIVE DYNAMO SINCE "WAY BACK WHEN"

AN INDUSTRY PORTRAIT

First you catch a tuna fish out in the Pacific ocean somewhere. Then you place it, perfectly cooked and prepared, on the table of an appreciative housewife in Des Moines or Savannah or Brooklyn.

Between the fish on the boat and the appetizing food upon the dinner plate, however, must come a lot of hard labor, alert thinking and industrial "knowhow." Thousands of men and women, led by men of real vision and courage, are smooth working partners in the important and expanding enterprises which transform millions of elusive fish into protein packed food for a hungry world.

Earl M. Nielsen, general manager of the High Seas Packing company, is one of that chain of important men who have made the fisheries of America into the giant industry it is today. The history of his life for the past quarter of a century has reflected faithfully not only the progress of the fishing and tuna packing business in general, but of San Diego and Southern California's part in that march.

EARL M. NIELSEN

NIELSEN LONG-TIME LEADER

Nielsen, known throughout the industry, is one of a bare handful of executives in his field who can trace their consecutive labors continuously and directly back to the close of World War one. He began to participate in the search for and production of edible fish immediately after his return from active military service in 1918, after a stint of duty with the U.S. Coast Artillery, and has never slacked up since.

Any man of calibre enough to hold down the position of general manager of a great packing company must have a great deal of technical knowledge; a flair for getting the most out of his organization whether in material or human resources. Nielsen has the knowledge learned through hard experience and continuous plugging against the infinite variety of problems which arise over a long span of years. And his ability to work both with those under him and those who sit at executive tables in management levels is exemplified by his unhampered responsibilities and authority at the plant.

16 EMPLOYEES; ONE BOILER

Nielsen has seen the High Seas Packing company physical properties expand from a tiny nucleus to it's present impressive layout. When he took over the direction of the factory back in 1922 there were only sixteen employees. The plant itself consisted only of three old cookers having a total capacity of about three tons, two ancient seamers of Johnson make, three equally creaky seamers for square cans, a single retort, and one hopeful steam boiler. This equipment was packed into a building some 48 by 171 feet.

Where now is the bustle of traffic and the constant encroachment of residential and commercial construction once loomed only dank mud flats. When Nielsen turned his hand to improvements of the original plant he not only had the limitations of the equipment to work against, but had to bring in his fish from a wharf 910 feet out into the bay. The tuna so brought in was carted on dump-cars running on steel tracks, and powered back and forth by a Ford Locomotor.

"Ours was just about the longest fish wharf in the world," Nielsen observes, "and we probably had what was the only train exclusively devoted to tuna passenger carriage." The miniature train hauled about five tons of fish every four minutes.

Some idea of the improvement which has been brought into the plant's operations can be gleaned from the contrast between the proud advertisement during the early 1930's of tuna cooking capacity up to 36 ton daily output. Now Mr. Nielsen feels that 20 tons of tuna per HOUR is only reasonable. The general production level further back, in 1922, was only ten tons of tuna and 15 tons of sardines per day as an outside limit. Present work calls for canning only of tuna.

Many of the earliest employees of the company have stayed right along with Mr. Nielsen. Of the original sixteen persons ten are still going strong, and looking forward to further cheerful years.

SMALL CIRCLE OF EXECUTIVES

When it comes to those in executive positions, however, the list of real old-timers narrows down rapidly. Offhand Mr. Nielsen could remember at the time of this interview only a few who had begun management roles in tun packing circles as far back as the 1922 period. One of these early executives is Mr. William Robinson, manager of the High Seas Packing company at the present time, who came to work with the organization from California Packing Corporation plant. Others in this time-bracket are Larry Holland of Southern California Packing company and the senior William Gillis of Van Camp.

Nielsen's experience in the fishing industry began when he joined the California State Fisheries and set himself to learn the business as quickly and thoroughly as possible. Contact with and dependence upon the sea for a living came easily to a man whose six uncles all were seagoing fishermen in Norway. His father was the single exception to the rule of blue-water careers, but son Earl has made up for that lapse.

HELD "WIRELESS" RECORD

At that, come to think of it, the wireless telegraphy and electronics world darn near got Nielsen. He was definitely a "hot" operator, and held the world's record distance tie-up for wireless telegraphy sets of that day in 1910, 1911 and 1912. Sets then were built to get about fifty miles coverage in daytime and up to 500 miles at night. He can still thumb a code and the old dit-dah wouldn't startle him a bit.

Nielsen has a realistic and, on the surface, a "hard-boiled" approach to his career, liking his work and remembering no particular grief or mishaps to spoil his recollections. He has been wrapped up in the plant, making his home nearby on Point Loma for some fifteen years. During his long span at the end of Canon street where the property is located, he has seen a number of reorganizations of the company. Originally

Original Office Unit at High Seas

the plant was part of the K. Hovden company enterprises, then, prior to 1940 was known as the Fishermen's Tuna Packing company. Since 1941 the company title has been High Seas Packing Co., affiliated with the French Sardine Co. who are part owners.

Many of the successful boat owners got a start working in the industry at the High Seas plant, and the first big tunaboat, ATLANTIC, built by M. O. Medina, started delivering fish to them in large scale catches. Big deliveries are needed by High Seas because today's machinery output is roughly over one-half million cases yearly. This production is of tuna alone, where as the 120,000 case output achieved during the 1930's included both sardines and tuna.

Life isn't too, too grim a thing for Nielsen. He knows exactly what a fish looks like from bluefin to finnan haddie. His inspections of the cutting tables and the conveyors and the cookers and all the rest of the busy parts which must mesh perfectly for efficient production are crisp and authoritative. But he lives for more than fish alone, even good old tuna fish.

HOGS FOR VARIETY

There are times when all of us want to get away from the sight and smells of our daily jobs in the fisheries. When Nielsen wants to leave the smell behind he journeys out to this pleasant country ranch in El Cajon and contemplates his impressive Duroc hogs.

Hog raising is an art, Nielsen maintains, and they really are sorta cute when you come right down to it. At least, he maintains, they look different and smell different than fish. And they're an intelligent investment since stock breeding of the fine Duroc strain is profitable in any country gentleman's life. The Durocs, though, are only a small item, comparatively speaking, in the routine at the ranch, and something of an outdoor hobby along with the wireless.

When not wrapped up in local plant operations, Mr. Nielsen may be almost anywhere in the world you want to spot a finger. During 1947, for instance, he spent four and a half months on behalf of his company, voyaging all over South American for more than 40,000 miles. All of this travel, other than insignificant sidetrips, was by air. He visited every country in Central and South America, as a matter of fact, making notes and putting into action policies of his company concerning branch plant establishments in Latin America.

Investigation of fishing conditions and operating procedures in Central and South America brought him a tremendous added store of practical knowledge which should prove of value during the years of expansion which appear to lie ahead. But, for just a few months, anyway, Mr. Nielsen is willing to sit on a solid chair on an equally solid floor and just look out over the High Seas Packing plant instead of over the high seas and plantations.

Let's see—we've covered fish, business, industrial relations, travel and wireless —what else? Art! By golly, believe it or not, you can walk into the office there at High Seas, expecting to see the usual Tuna labels and bookcases full of statistics, and right in front of you will be sitting one of the handsomest water-color paintings of a tuna boat you're likely to see in a long time. In other words, Nielsen not only likes and knows his business in the practical sense; he enjoys the blue water and the fishermen and their lives which go into the making of the whole great fisheries of America.

Yards always busy whether with tuna clippers or repair jobs.

IMAGINATION AND EFFICIENCY PAY OFF FOR NATIONAL IRON WORKS

Proof that imagination and progress go hand in hand is afforded every motorist who rolls along past the junction of Harbor Drive and 28th street, on San Diego's teeming waterfront. Here, stretching from the boulevard to the sea, and for hundreds of yards along the roadway, is one of the most graceful looking industrial plants to be found in the city, one which contains within it's neat boundaries what is perhaps the largest of boatyards on the West Coast specializing in the construction of fishing boats . . . .the National Iron Works.

Imagination and an awareness of the value of grace upon a foundation of technical competence is reflected in the magnificent Southern Colonial administration building whose red brick walls, white portico and pillars would make any Southerner homesick. The building was designed by Frank Hope and completed only about two years ago as part of a huge expansion program which began early in the war. It is emblematic of the confidence in the great part that boatbuilding and steel fabrication are expected to play in San Diego's waterfront future.

SHIPYARD DEPARTMENT JUMPS

Particularly impressive has been the skyrocketing growth of the Shipyard Department which employs today more than 300 of the 521 employees who comprise the National Iron Works personnel group.

Manager of the Shipyard is George Dew, who earnestly hopes that all new acquaintances will kindly bear in mind the fact that to date something like 9,876 persons have said jovially, upon being introduced:

"Yore name George Dew, huh? Haha. Let George Dew It!, Hey? Haha. That's a pun, son!"

Dew, an alumnus of Washington State college, has borne up nobly, however, and in spite of puns and progress-planning retains the efficiency, personality and punch which marks the whole tempo of his department.

Checking with and supervising the activities of the shipyard welders, riggers, machinists, ways' crew, loftsmen and other skilled hands buzzing about the shops and ways is wiry, tanned Paul Preston, Superintendent of the shipyard, part of whose prior studies included a stint under naval architect G. Bruce Newby.

Last year was a busy period for the Works and it's yards, a continuous round of conversions, repairs, paint jobs and launching jobs were the MARY BARBARA, of 172 tons; the RUTHIE B of 200 ton; the LUCKY STAR, of 175 tons and the LUCY ELENA, of 195 tons. (Displacements approximate) These beautiful boats, varying from 106 to 111 feet in length, were impressive additions to an already substantial ocean going fleet. All four were equipped with fathometers, Sonar, electric steering and the latest of standard equipment.

Provision was made in the above listed vessels for crews of from 12 to 14 men, and National Iron Works Ingle diesel oil burning ranges were installed for commissary efficiency.

In addition to the big boats turned out as new construction, about 200 other vessels were handled by the yard under miscellaneous repair, painting and alteration schedules, plus a large conversion program embracing seven ships.

For the coming year, work was concentrated on the long distance fishing boat VELERO IV and one or perhaps two additional large ships at least one of which is expected to displace 240 tons with a length of 117 feet and a 27 foot beam, which will make the new ship or ships the largest of the National Iron Works seagoing fleet output. Well along in it's conversion journey is a sound ex-YP boat which will, upon makeover completion, sail for National Iron Work's Port Captain, Machado Medina and the Westgate Sea Products company.

National Iron Works is completing construction of four 48-foot shrimp trawlers to expand the fishing fleet of Productos Congelados, S. A. of Guaymas, Mexico, C. Arnholt Smith, N.I.W. president, has announced.

The arrangements, completed in San Diego with Hernando de Cima, General Manager of the Guaymas concern, mark another step in the rejuvenation of the fishing industry under Mexican control. Before World War II, shrimp trawling was an almost 100 per cent Japanese enterprise.

Although not the largest of the Guaymas concerns, Productos Congelados, in the two months after the season opened, shipped to San Diego 24 refrigerated carloads of shrimp for distribution in this country through Marine Products Co., de Cima reported. This amount greatly exceeds the output of competing companies and underlines the reason for an enlarged fleet, he said. Thirteen trawlers are operating for the firm out of Guaymas now.

The new steel vessels will have a fish-carrying capacity of 12 to 14 tons, and will be manned by seven-man Mexican crews.

In foreground, four welded steel 48-foot shrimp trawlers being built by National Iron Works for Productos Congelados, S.A., of Guaymas, Sonora, Mexico. In background is the recently launched Valero IV.

ASSIGNMENT: EXPLORATION

NEW RESEARCH VESSEL SPONSORED BY U.S.C.

A new marine laboratory designed and equipped for most exacting biological, structural engineering, electronic and oceanographic research at sea, sponsored by the University of Southern California, was launched at San Diego on April 11.

The new 110 foot vessel is successor to the VELERO III which took scientists on many a successful mission over continental shelves of the Americas and throughout islands of the Pacific and Caribbean. It will have a normal cruising range of 8,000 miles and berth personnel up to a score, with stores sufficient to last 90 days or more.

Designed by G. Bruce Newby, the VELERO IV has the flowing lines of a big modern tuna boat, but the interior spaces are devoted to scientific equipment. The ship has three decks above the hold, boasts a beam of 27 feet and a depth of 13 feet.

Captain Allan Hancock, president of the board of trustees of USC, will be ship's master and director of the expeditions. To aid in making searches and accomplishing her appointed tasks, the VELERO IV will have radar search units, gyro-compass and automatic pilot mechaisms, a 4000 fathom recording fathometer, echo-ranging equipment and much other electronic gear.

She will carry 8,000 feet of half-inch steel cable for sampling bottoms, plus specially built bottom coring and trawling equipment.

Dr. Fred D. Fagg, jr., president of USC, was master of ceremonies at the launching.

Board of Harbor Commissioners of San Pedro have announced that the State Fish and Game application for a lease on a 100 x 22 foot site at Albacore and Tuna streets has been granted.

Mexican Marine Fisheries Awakening Industry Interest

by
Frank E. Firth

The marine fisheries of Mexico are divided into two distinct groups, comprised of the East and West Coastal areas. Along the West Coast, in the Gulf of California, from the Colorado River south, there are extensive, and particularly well developed shark and shrimp fisheries.

This area was fished almost exclusively by the Japanese starting about 1937, but was taken over completely by the Mexicans in 1940. It was not until this time, under Mexican control, that modern shark freezing plants were installed, as well as washing, brining and packing facilities, ice-making plants, etc.

From 1940, starting with only a small nucleus of a fleet, the size of the fisheries expanded rapidly, and today there are well over 200 diesel-powered shrimp vessels alone, along the West Coast plus many more hundreds of shark vessels inshore fishing boats.

VAST AREAS AWAIT OPENING

Despite this expansion, there are yet vast un-tapped and unexploited areas of water providing numerous potential fisheries. Similarly, there has been a big expansion in the modern shore stations to handle the huge supplies of shrimp and other fish landed daily.

Just recently a similar expansion in the shrimp fishery is taking place along the East Coast, in the Gulf of Mexico. This is located at Cuidad del Carmen near Campeche.

Modern shore installations, providing proper handling facilities, accompany the induction of the new vessels.

Simultaneously, new roads and power installations are being developed by the Mexican Government, not only for the fisheries expansion, but in order to develop all industries further. This latter improvement will be a factor in creating a greater domestic consumption of fish, which is one of the aims of the Mexican Government.

Pacific Exploration Ships Continuing Work

The two exploratory fishing vessels of the Pacific Exploration Company are continuing their operations in the west-central Pacific. The bait boat Oregon is now prospecting in the Marianas Islands. The purse seiner Alaska, at last reports, was still in the vicinity of Truk in the Caroline Islands. Fish and Wildlife Service biologists, Mr. M. B. Schaefer and Dr. O. R. Smith, are aboard these vessels.

The Alaska spent the last part of February and the early part of March scouting around Truk.

The Oregon spent the first two weeks in March running from Honolulu to Guam. No fish were sighted en route. No reports of her luck in the Marianas have yet been received.

The unused part of the live bait, "Iao," taken by the Oregon at French Frigate Shoals died after about one month in the brine wells and bait tanks. These fish are apparently rather hardy and can probably be used at considerable distances from where they are taken.

Fish Freezing Totals Increase

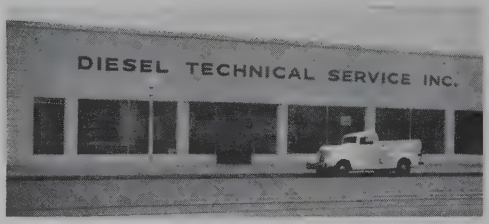
Freezing of fish in the U. S. totaled 14,557,000 pounds during the month of March, an increase of 6,515,000 pounds compared with the February figure, the U. S. Fish and Wildlife service reports.

Holdings of fish in cold storage on April 1 totaled 77,071,000 pounds, a decline of approximately 13,854,000 pounds compared with the March first figure of 90,925,000 lbs. These holdings were, in part: cod fillets, 2,199,000; Haddock fillets, 3,329,000; Rosefish fillets, 6,183,000; Halibut, 5,604,000; Sablefish, 1,352,000; Salmon, all species, 7,261,000, and Shrimp, 12,431,000.

SCAP to Issue Reports On Jap Fisheries

According to a late release from the U. S. Fish and Wildlife service the Fisheries Division of the Natural Resources section of SCAP in Tokyo has indicated imminent publication of a Tuna report, and that data on crab fishery is nearly completed. Reports on the fisheries of Korea and the Ryukyus are in process of preparation.

Other reports now being made or under contemplation include Japanese whaling, clam and shellfish culture, pearl culture, otter trawl industry, seaweed industry, fish meal and oil industry, Tokyo Central market, Fresh Water Fisheries, and Oceanographic Conditions and Fish Populations. No issuance date has been listed, however, because of limited personnel available for work on the reports.



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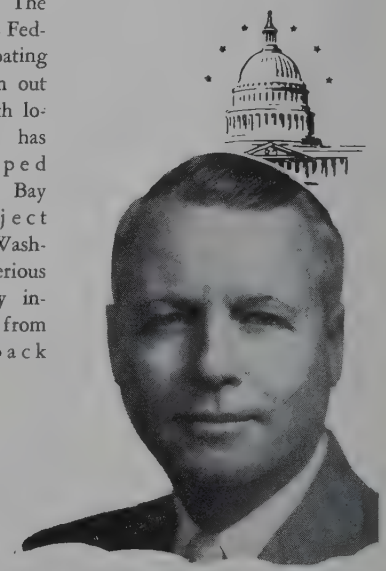
FLETCHER IS YOUR ACTION CONGRESSMAN

SINCE Fletcher was elected to Congress just two years ago, the fishing industry has received more help and cooperation in Washington than during any TEN years before. Fletcher wrote and introduced the SALT WATER CONVERSION bill. He saw to it that "The Pacific Explorer," Federally-equipped floating cannery, was taken out of competition with local industry. He has several times helped save the Mission Bay development project from defeat in Washington. He gives serious attention to every inquiry and request from his constituents back home.



Re-elect FLETCHER
your CONGRESSMAN

(PAID POLITICAL ADVERTISEMENT)

THE WATERFRONT - - -

Cannery Workers ad Fishermens' Union Hold Open House in new Hall on State Street. Here is small part of day long crowds attending.

Members of the Cannery Workers and Fishermen's Union (AFL) of San Diego have good reason to feel proud and happy these days. Their splendid new meeting hall and business offices, dedicated in a day-long gala open house on April 4, constitute a genuine achievement of great merit. The solidly built structure at 640 State street will be more than ample, for the present at least, to accommodate the meetings of the Union, and will provide a beautiful ball room when business is over.

Les Balinger, Secretary-Treasurer of the CWFU was particularly pleased, in reviewing the construction, design and financing of the building, to note that no special assessment was required to pay off expenses for the changeover, and members can enjoy the new setting without bills over their heads.

In the rear of the building is a space approximately equal to that of the structure itself, ample room for big outdoor lunches such as was provided for visitors at the open house.

Interior of the new hall features the latest and most modern devices for business or recreation. A large rostrum provides required area for speakers and such program groups as need seating, while loud speakers assure proper amplification of messages. Air conditioning will insure comfort in winter or summer.

Officers of the San Diego Cannery Workers and Fishermen's Union are George Ledesma, president and business agent for the cannery workers; Frank Currier, Vice-President and business agent for Fishermen; Les Balinger, secretary-treasurer; Fred Martinez, business agent for cannery unit; Joe Landry, business agent for fishermen; Antoinette Landowsky, business agent for cannery unit.

—§—

Solitary representative of her family in the fishing industry, ROSE CRANIC says she likes the work too well to make a break from it. A sharp tray handler, and looking pretty light-footed the day we saw her, Rose found only one squawk with the AFL Fishermen's and Cannery Workers' open house celebration—"What! No Movies?"

You've guessed it. Rose's main recreational outlet is the motion picture, any old motion picture but especially Westerns and the more exciting yarns.

Folks down at the "open house" thrown by the Fishermen's and Cannery-workers Union (AFL) last month were taking a good long look at Manuel Andrade . . . . . and well they might. The young man was definitely the beau brummel of the festivities there, making a mighty neat appearance in his grey hat, light cream-brown trousers and two-tone jacket, bottomed off with highly polished brown shoes that glittered.

Manuel's a good tray man when ashore, working at High Seas.

Frank (there's that name again) CURRIER, vice-president and general getter-arounder of the Fishermen's and Canner workers' Union (AFL) says he definitely doesn't like "Open House" sandwiches. Frank likes a solid layer of stuffing when he chomps down on his sandwiches, and you can keep your canapes . . . . . Lot's of us will agree with that sentiment.

—§—

We had a chat recently with GEORGIA DE COSTA, one of the founders of the "4-U" club of the San Diego Packing company. This organization, Georgia says, was the "brain-child" of Margaret Watkins, who also was it's first president. Georgia was original treasurer.

We had to admit we were sort of dumb-like in not immediately guessing that the club letters "4-U" stood phonetically for the expression "For you."—a perfect title for a helpful club of this sort.

—§—

CARL EDWARDS, secretary-treasurer of the Westgate Sea Products company, is alleged by persons in his own organization to be a man who can hold his own in a garden. Being a native Californian, it appears that Edwards naturally is familiar with the great outdoors and how to make things grow. We haven't been informed whether or not he is going to enter any vegetable or flower shows this summer.

Fish Boat Building Slackens at Year's Start

If the first two months of 1948 were any indication, the building of fishing craft during 1948 would appear to be in for lessened activity in comparison with 1947. Figures from the U. S. Fish and Wildlife Service show the following "first documentation" this year as compared with last year:

	February		Two months ending with February		Total
	1948 Number	1947* Number	1948 Number	1947 Number	1947 Number
New England	1	4	3	5	75
Middle Atlantic	3	3	2	7	70
Chesapeake Bay	4	3	5	8	97
South Atlantic and Gulf	28	32	46	62	490
Pacific Coast	9	25	25	39	411
Great Lakes	1	..	2	5	74
Alaska	1	3	7	5	47
Hawaii	1	1	2	4	23
Unknown	..	..	..	..	12
Total	47	71	92	135	1,299

*Revised

Source: Monthly Supplement to Merchant Vessels of the United States, Bureau of the Customs. Vessels have been assigned to the various sections on the basis of their home port.

Cupid and Bates Harper Take Wings

Mythology has pretty definitely established for us that Cupid has wings. But it remained for genial Bates Harper, general manager of the San Diego Van Camp Seafood company's plant, to prove it.

Following a decision made at dinner on Sunday, April 11, Mr. Harper arranged for an airplane flight to Las Vegas, Nevada, and on Monday was beaming at everyone in sight as the proud husband of the former Miss Lee Hackman, a charming San Diego girl.

Mr. and Mrs. Harper have been busy ever since receiving congratulations from mutual friends, most of whom are still slightly dazed by the whirlwind speed and dash with which the alert Mr. Bates carried the decision to wed.

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Third N. F. I. Convention Impressive

The brains, wealth and energy of this country's fishing industry was ably represented by more than 700 delegates attending the third annual National Fisheries Institute convention held April 5-10 at San Francisco.

From that remarkable gathering of entrepreneurs and business-men and workers came a wealth of ideas, a sharing of those ideas and a comprehensive attack on problems which beset the entire industry.

This meeting of minds, this gathering of leaders can have but one result: the improvement of American fisheries from the taking of the fish right down to the placing of that protein-laden food upon Mrs. America's dinner plate.

In our April issue we gave you the names and details of what was to come at this convention. On this page we bring you a few brief quotations which we think point up the tone of the action at San Francisco. Read what some outstanding people had to say:

Newly elected president of N.F.I. Carlton Crawford (left) and retiring president, O. L. Carr. Crawford hails from Palacios, Texas, Carr from Kansas City, Mo.

★

"What can we wine growers of California do to help sell more fish? What can we do to help sell your dish? . . . You are just starting a national campaign to tell America that FISH is your DISH. What better way to do this than to glamorize fish?"

Edmund A. Rossi
Mgr. Wine Advisory Board

★

"The work of the N.F.I. in the national legislative field is outstanding. They are entitled to practically all of the credit for the inclusion of fish and shellfish on the School Lunch Program. They have spent considerable time in furnishing legislators with information . . . its personnel has become a valuable source of material for Congressmen and others who have to get facts concerning the industry . . . the General Manager and General Counsel have appeared before Congressional Committees on several occasions to give their views on the overall problems affecting the industry . . . Many bills are now pending before the Congress which affect the economy of the fishing industry."

Past President O. L. Carr, N.F.I., Inc.
Mid Central Fish Co., Kansas City, Mo.

★

'Throughout all your activities runs an element that spurs you on to greater efforts —namely, competition . . . . . Heretofore this competition has been largely of the domestic level . . . . . there has been some foreign competition, but I am quite sure that it has never been as great as it presently is or presently threatens to be . . . . .

"First, let us consider Russia . . . . . Under lend lease, at an expense to us of over $20,000,000.00 we built, reconverted and outfitted 23 of the finest refrigerator, canning and research vessels in existence today . . . . . And the Russians are using them . . . .

"But Russia won't be alone in seeking to reap the harvest of the Pacific. The Japanese and Chinese will be there also. And Venezuela, Chile, Ecuador and Peru."

Honorable Thor C. Tollefson
Member of Congress, Washington, D. C.

★

". . . I ask you in all sincerity, do the historical facts and developments in the field of transportation rates, practices and services indicate that the fisheries industry has been diligent in the protection of its rights and the grasping of its opportunities? The answer, I am sorry to say, is NO!

James K. Knudson
Chief Attorney, Transportation Division,
U. S. Dept. of Agriculture

Informal Views of Some

(Cap

↑ *Four Good Men*

↑ *Pause for Refreshment*

↑ *Eastern Visitors*

↓ *Tops for Chow*

↑ *Peoples' Packers*

↓ *5c a Pitch*

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↑ *Wildlife?*

↑ *Fish Story*

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↓ *Hurry—We're Hungry*

↑ *Posing Pretty*

↓ *Corner Conference*

↑ *Washington Slant*

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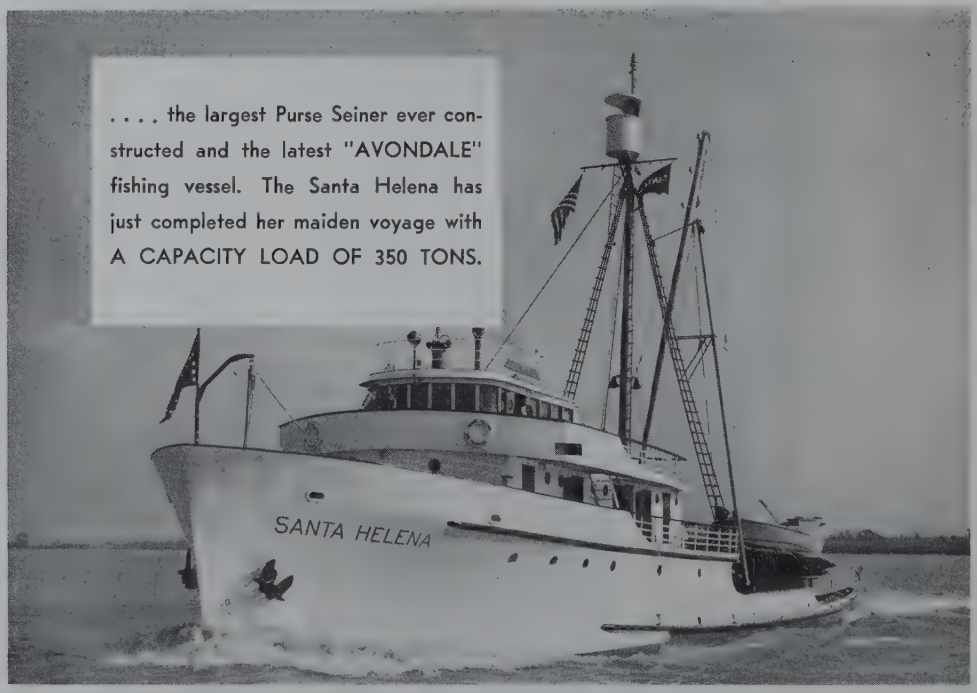
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Indicative of strong interest by the rest of the country and the fishing industry in particular was the routing of a special car to San Diego for "TUNA DAY," an event sponsored by the magazine TUNA FISHERMAN, canners and fishermen, and the city and county of San Diego. Caught at the speakers' table at a "takeoff" luncheon given by the magazine are (l-r) George Dew, Nat. Iron Works; Don Loker, Vice President, French Sardine Co.; Mr. Oscar DeBeck, publisher, Tuna Fisherman; Lee Cusick, Industrial mgr. S. D. C. of C.; Albert Vignolo, jr., President Calif. Fish Canners' Assoc., and Roy Beaton, V. P. and Gen'l mgr. California Fish Canners' Assoc.

N. F. I. Convention

No one who attended the third annual convention of the National Fisheries Institute at San Francisco could help being impressed by the vision and ability of the top men who represented the fisheries of this country.

They, in turn, were given the benefit of highly pertinent advice and information by such leaders as J. L. Alphen, New York, past president of the Institute and president of General Seafoods Corporation; Honorable Thor C. Tollefson, Congressman from Washington; Honorable James K. Knudson of the Dept. of Agriculture; O. L. Carr of the Mid-Central Fish Co., Kansas City, Mo.; A. M. Day, Director of the U. S. Fish and Wildlife service; Russell Z. Eller, advertising manager of the California Fruit Growers' Exchange; Edmund A. Rossi, Manager, California Wine Advisory Board; Joseph L. Alioto, San Francisco attorney; R. R. Smith of the du Pont company and others.

Bowling, Knudson Score

Charles B. Bowling, Chief of the Transportation division, Agriculture department, made a thorough and detailed statement before the N.F.I. Traffic Committee, giving comparable freight rates for certain fruit and vegetables which indicated that fishery products have taken much greater increases than other commodities.

Further valuable, hard-hitting information on the subject of freight rates and the costs borne thereunder by the fishing industry was given in an impressive talk by James K. Knudson, Chief Attorney for the Transportation Division of the Department of Agriculture.

Carlton Crawford of Palacios, Texas, was chosen new President of the N.F.I., and will be assisted by a competent slate of officers and directors including the following: R. M. Meehan, Washington, D. C., Treasurer; W. C. Eardley, Eardley Fish and Fillet Co., Seattle, Wash., Secretary.

Regional Vice-Presidents are:

Region 1—F. M. Bundy, Gorton-Pew Fisheries Co., Ltd., Gloucester, Mass.

Region 2—Jerome Kiselik, Flag Fish Company, N. Y. C., New York.

Region 3—Francis Taylor, Warren Fish Company, Pensacola, Florida.

Region 4—B. W. Shipman, Marine Products Company, Los Angeles, California.

Region 5—Chas. Alhadeff, Whiz Fish Products Company, Seattle, Washington.

Region 6—E. M. Concannon, Walker's Fulton Fish Co., Chicago, Illinois.

(Continued on Page 21)

Captions for photos on pages 16 & 17 are on page 21.

Wade Ambrose of Westgate Sea Products Co. congratulates Congressman Thor C. Tollefson on speech made at NFI convention. That's J. J. Camillo, general manager of the Lower California Fishermen's Association, next to Tollefson, and Geo. A. Wallace, Gen'l Manager, American Tunaboat Association, on right.

Evidence that the magazine TUNA FISHERMAN was well read by just about everyone at the convention is afforded in this glimpse of the Fairmont hotel mail box crammed with the April issue.

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From the catch aboard a modern tuna clipper, right on through, KNOW HOW plays a most important part in the products we pack — from the butchering table to the final sealing of the can, KNOW HOW is there— even the labels have some of that essential ingredient.

The products packed by us are marketed through a distribution system which is built on KNOW HOW. Our products flow in a constant stream to American tables through one of the biggest and best known distribution organizations in the world. Their KNOW HOW plus our KNOW HOW gives American tables better canned fish products.

SAN DIEGO PACKING CO.

2305 E. Belt St.

Phone F 9-1136 SAN DIEGO

New N.F.I. Officers

(Continued from Page 19)

Executive Committee:

Region 1—Milroy Warren, R. J. Peacock Canning Co., Lubec, Maine; Irving Usen, O'Donnell-Usen Corp., Boston, Mass.

Region 2—H. L. Claxton, R. W. Claxton, Inc., Washington, D. C.; J. L. Alphen, General Seafoods Corp., New York, New York.

Region 3—A. B. Chauvin, Chauvin Brothers, Inc., Chauvin P. O., La.; John Santos, Patterson Shrimp Co., Patterson, La.

Region 4—Lionel Shatz, A. Paladini, Inc., San Francisco, Calif.; Wade Ambrose, Westgate Sea Products Co., San Diego, Calif.

Region 5—E. A. Ruthford, San Juan Fishing & Packing Co., Seattle, Washington.

Region 6—R. P. Fletcher, Jr., Booth Fisheries Corp., Chicago, Illinois; Arthur Salasnek, Salasnek Fisheries, Inc., Detroit, Mich.

Directors are:

Region 1 (Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut).

F. McG. Bundy, President, Gorton-Pew Fisheries Co., Ltd., Gloucester, Mass.; M. J. Dillon, General Seafoods Corp., Boston, Mass.; John DelTorchio, Cape Ann Fisheries, Inc., Gloucester, Mass.; L. Vernon Drape, Louis A. Drape, Inc., Fall River, Mass.; J. A. Fulham, Jr., Fulham Brothers, Inc., Boston, Mass.; Capt. John G. Murley, 107 North William Street, Fairhaven, Mass.; Irving Usen, O'Donnell-Usen Corporation, Boston, Mass.; Milroy Warren, R. J. Peacock Canning Co., Lubec, Maine.

Region 2 (New York, New Jersey, Eastern Half of Pennsylvania, Maryland, Delaware, West Virginia, Virginia, District of Columbia, North Carolina, South Carolina, and Georgia).

J. L. Alphen, General Seafoods Corp., New York, N. Y.; John H. Matthews, Chesebro, Robbins & Graham, Inc., New York, N. Y.; Henry Robbins, Chesebro, Robbins & Graham, Inc., New York, N. Y.; Edwin P. Carroll, Thomas W. Carroll, Inc., Charleston, South Carolina; Sol Fass, Isaac Fass Company, Portsmouth, Virginia; W. F. Hilgenberg, Seaboard Fish Company, Baltimore, Maryland; H. L. Claxton, Inc., Washington, D. C.; Stephen A. Meehan, R. M. Meehan, Washington, D. C.

Region 3 (Florida, Alabama, Mississippi, Louisiana, and Texas).

Victor A. Gonzales, Star Fish & Oyster Co., Inc., Mobile, Alabama; Francis W. Taylor, Warren Fish Co., Pensacola, Florida; A. B. Chauvin, Chauvin Brothers, Inc., Chauvin, P.O., Louisiana; Bertoul Cheramie, Morgan City Packing Company, Houma, Louisiana; B. S. Morahan, General Seafoods, Inc., New Orleans, La.; John Santos, Patterson Shrimp Company, Patterson, La.; Carlton Crawford, Crawford Packing Company, Palacios, Texas; John Salvador, S. Salvador Sons, St. Augustine, Florida.

Region 4 (California, Nevada, Utah, Arizona, New Mexico, and The Territory of Hawaii).

W. Wade Ambrose, Westgate Sea Products Co., San Diego, Calif.; Joe Balestrieri, Joe Balestrieri & Co., San Francisco, Calif.; Herbert C. Davis, Terminal Island Sea Foods, Ltd., Terminal Island, Calif.; E. T. Meakin, Tamalpais Fishing & Packing Co., San Francisco, Calif.; Max Freeman, Freeman Certi-Fresh Foods, Los Angeles, Calif.; Lionel Shatz, A. Paladini, Inc., San Francisco, Cailf.; J. D. Williamson, Fortune Fisheries, Inc., San Francisco, Calif.; Lloyd Turnacliff, Meredith Fish Company, Sacramento, Calif.

Region 5 (Washington, Oregon, Idaho, Montana, Wyoming, and the Territory of Alaska).

W. C. Eardley, Eardley Fish & Fillet Co., Inc., Seattle, Wash.; E. A. Ruthford, San Juan Fishing & Packing Company, Seattle, Wash.; Harold Lokken, Fishing Vessel Owners Association, Seattle, Wash.; Jack Mendenhall, Ketchikan Cold Storage Co., Ketchikan, Alaska; E. N. Steele, Rock Point Oyster Co., Olympia, Wash.; William S. Jensen, Washington Fish & Oyster Co., Inc., Seattle, Wash.; Harald Synnestvedt, New England Fish Company, Seattle, Wash.; Henry F. Goodrich, New England Fish Co.; Fred Sandoz, Columbia River Packers Assn., Astoria, Oregon.

Region 6 (North Dakota, South Dakota, Nebraska, Kansas, Iowa, Colorado, Oklahoma, Arkansas, Missouri, Minnesota, Wisconsin, Illinois, Kentucky, Indiana, Ohio, Tennessee, Michigan, and Western Half of Pennsylvania).

R. P. Fletcher, Jr., Booth Fisheries Corporation, Chicago, Ill.; J. S. Johnson, Sam Johnson & Sons Fisheries, Inc., Duluth, Minn.; Arthur Salasnek, Salasnek Fisheries, Inc., Detroit, Mich.; Ralph Carr, Mid-Central Fish Company, Kansas City, Mo.; William Lippman, Morris Fisheries, Inc., Chicago, Ill.; Lawrence W. Knapp, Jr., Knapp Brothers Company, Pittsburgh, Pa.; Frank Girse, Meletio Sea Food Company, St. Louis, Mo.; Oliver Smith, Smith Brothers, Port Washington, Wis.

Russell Z. Eller of Calif. Fruit Growers Exchange

CAPTIONS FOR PHOTOS ON PAGES 16 AND 17

Page 16 *Upper left, outside photo: Dr. M. C. James, left, listens to a tall one from Mr. M. O. Medina, pioneer S. D. tunaboat figure. Right is Albert Vignolo, jr., President Calif. Fish Canners' Assoc. Standing is W. Wade Ambrose, President, Westgate Sea Products Co., S. D.*

Page 16 *Upper left, inside photos (l-r) Mr. Oscar DeBeck publisher, magazine Tuna Fisherman; Dr. M. C. James, Assistant Director, U. S. Fish and Wildlife Service and Dr. Lionel Walford.*

Page 17 *Upper right, inside photo: Mr. Elmer Sindelar, Sun Harbor (left); Mr. and Mrs. Robert J. Fletcher of the Booth Fisheries Corp., Chicago, Ill.*

Page 17 *Upper right outside photo: (l-r) Dr. Lionel Walford; Maurice Stansby, Seattle branch U. S. Technological Laboratories; Dr. A. W. Anderson Chief, U. S. Fish and Wildlife Comercial Fisheries division, and J. M. Lemon, Chief U. S. Fish and Wildlife service technological section.*

Page 16 *Center left: James K. Knudson, U. S. Department of Agriculture (left) and Congressman Thor C. Tollefson, Washington.*

Page 16 *Inside center: Albert M. Day, Director, U. S. Fish and Wildlife Service; Captain John Murley, Newfoundland, center, and right, Gordon Canning, Coldwater Seafoods Corp., Cleveland.*

Page 17 *inside center right: Louis C. Strada, General Manager People's Packing Co., S. D., and (right) Morris Bernardini, President.*

(P-17) Outer right center: John H. Matthews, Chesebro, Robins and Graham of Fulton Fish Market, N. Y., and daughter Peg Matthews.

Page 16 *Lower outside left: Mr. Harper Bate, S. D. Port director; (left to right) Dr. Lionel Walford and Dr. M. C. James of the U. S. Fish and Wildlife service; Manuel Rosa, a leading S. D. tunaboat owner; George Wallace, Gen'l. Mgr. American Tunaboat Assoc. San Diego; Hal Requa and Andrew Sanfilippo of Sun Harbor Packing Co.*

Botton center pages, 16 *and* 17, *show industry leaders pitching nickels in an idle moment and part of the crowd in front of Tops restaurant on Tuna Day in San Diego.*

Page 17 *Right outside: Andrew Sanfilippo, Supt. of plant, Sun Harbor Packing Co.; Hal Requa Sun Harbor advertising; Mr. James Clifford Safley, (right) Editor of the San Diego UNION.*

New Californio

The Coronado

(Photos 1 and 2)

The tuna clipper CORONADO was launched at Peterson Boatbuilding Company of Tacoma, Washington, March 27, 1948. Some of the San Diego co-owners of the vessel are Joseph Dores, captain; O. E. (Jimmy) Hitchcock, chief engineer; Joseph Leboa; T. E. Lietner; George Clause; Cecil W. Drake. The captain, Joseph Dores, recently married and was busily engaged in moving into their new home and was, therefore, unable to attend the launching. Jimmy Hitchcock was there, however, with his wife who sponsored the vessel. Arthur De Fever of Wilvers and De Fever, the designers, made the trip to witness the launching.

The vessel is 103' overall and should carry 180 tons. It is equipped with a 465 HP Superior diesel for main engine and has three 60 KW Buda diesel auxiliaries. It has four Baker ice machines and all of the pumps are Fairbanks-Morse; Bardco motors and generators are used throughout. The generating sets, as well as the pumps, motors and Navicote marine paints, were supplied by Drake and Bullen of San Diego, California.

(Continued on page 25)

The Scarlet Queen

(not shown)

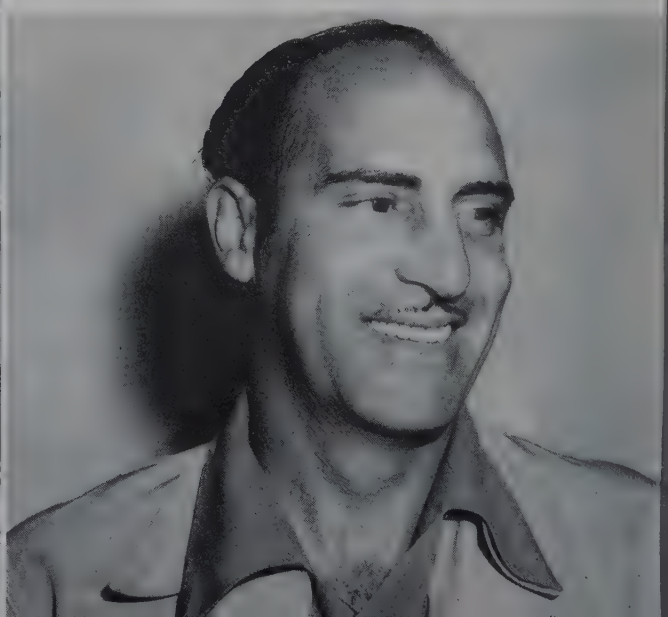
The largest tuna clipper ever to enter the tuna fleet, the SCARLET QUEEN, is scheduled for completion and delivery during May. The hull of this ship was obtained from the Navy and was originally a rescue tug known as the ATR class. The dimensions of the vessel are 165' overall by 33' beam.

This particular design of hull lends itself well to conversion to a tuna clipper, inasmuch as the lines and the ship are favorable for live bait fishing. The shear of the ship was too pronounced at the stern so the guard rail and bulwark line have been lowered so that the stern of the vessel will ride perfectly in the water for efficient fishing.

A series of eight brine wells on each side of the shaft alley have been built in. The thwartship bulkheads are constructed of wood and the fore and aft bulkhead, forming the shaft alley, are constructed of steel. Eight of these wells below deck are equipped for carrying bait and there are four steel bait boxes on deck, making a total of twelve bait carrying compartments and twenty fish carrying compartments.

(Continued on page 25)

(No. 4 CAPT. DORES—see page 25)



Tuna Clippers

The YP-620

(No. 3 lower left corner)

Following a progressive program of expansion and addition of facilities at the San Diego plant of Harbor Boat and Yacht company, announced last fall by Mr. Arne Strom and Mr. Haldor Dahl, the new owners, contracts for the improvements have progressed steadily and will be finished by mid-summer.

First of the new facilities is a marine railway suitable for hauling boats up to 80 feet in length and 20 feet in beam. Another railway is under construction for larger vessels.

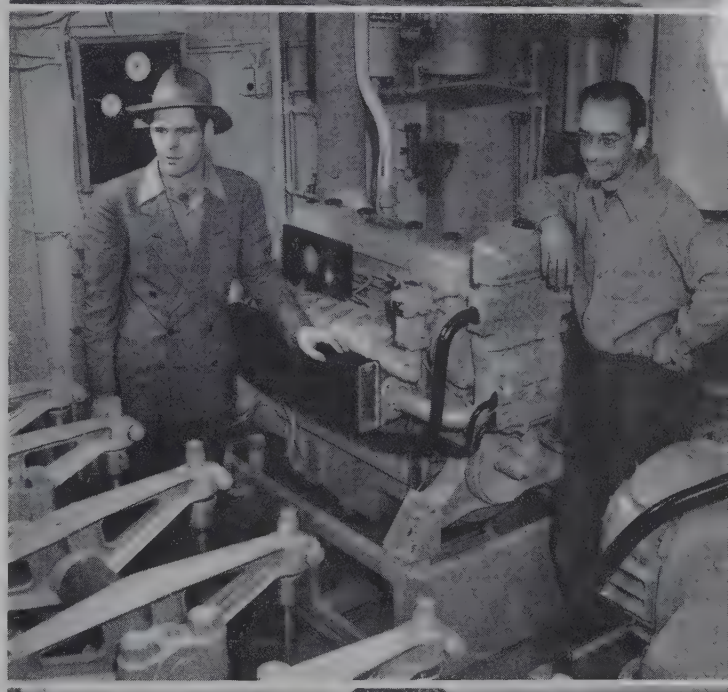
(Continued on page 25)

The Defiance

(Nos. 5 and 6)

Spanking new and 'raring to go, the new tuna clipper DEFIANCE is cutting Southern California waters these days in justified expectation of some great seasons ahead. Of welded steel construction, including tubular mast and boom, the big ship will join the fleet of tuna seiners, her 106.8 foot hull carrying six brine tanks and a turntable holding 425 fathoms of net 37 fathoms deep—assurance of facilities to bring in the fish.

(Continued on page 25)



The Mary C. Canas

(lower photos Nos. 7 and 8)

Latest addition to San Diego's tuna fleet is the graceful 100-foot clipper MARY C. CANAS. Christening ceremonies were consummated Sunday, April 11 at the Embarcadero near Civic Center, Mrs. Mary Canas, after whom the vessel was named, breaking the traditional bottle acoss the bow. Jacquin Canas conducted the ceremonies.

(Continued on page 25)

(Copy and Captions Cont'd. on page 25)

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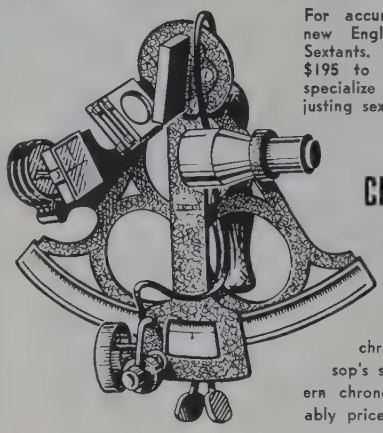

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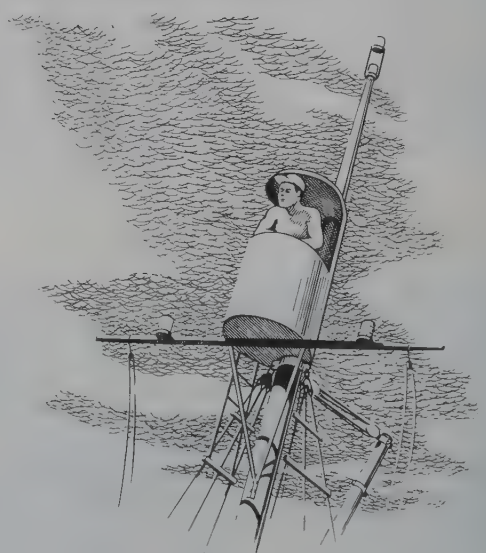

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New S. D. Tuna Clippers Make Debut

The Coronado-The Scarlet Queen-The YP-620-The Defiance-The Mary C. Canas

THE CORONADO

(Continued from page 22)

The steel wells next to the engine room, which carry both fuel and fish, are divided so that a minimum of fuel will be wasted, and a total fuel capacity of 30,000 gallons is incorporated which is ample for this size boat. A three-blade bronze Doran propeller is used, together with monel metal tail shaft. A Hughes oil range is installed and an Allen electric steering apparatus is being used.

The vessel will fish for Westgate of San Diego and is scheduled for May 15th delivery. The attempt to create a medium size clipper, which is the finest in design and equipment turned out to date, has been made in the CORONADO. The scantlings and construction are unusually heavy and rugged, and the appearance of the ship has been made pleasing to the eye.

A sister vessel, the VIKING, is under construction at the same shipyard and is scheduled for delivery on October the tenth of this year.

The offices of Cecil Drake, local San Diego ship broker, gave assistance to the owners and builder in handling these deals.

THE SCARLET QUEEN

(Continued from page 22)

It is perhaps the most completely equipped tuna vessel ever to enter the fleet. The capacity of brine fish will approach 600 tons, and the fuel capacity will be 108,000 gallons, utilizing some of the fish-carrying space for fuel, together with the fixed tanks. The vessel is equipped also with radar, salt water evaporator, Sperry Gyro steering, etc.

The vessel is to fish for High Sea Tuna Packing Company, Earl Nielsen, manager, and several co-owners at present active on other tnua clippers in the fleet. The vessel will have unusually good speed due to the 1600 HP Fairbanks-Morse opposed piston engines with the three-to-one Western Gear Company reduction gear. This drives to four-blade bronze propeller through 10" tail shaft.

Due to the speed, cruising range and size of this ship, it is possible that she will invade virgin fishing waters in case there is too much congestion in the proven fishing grounds. The scope of operations may eventually terminate south of the equator or in the mid-Pacific.

The conversion of the vessel is taking place at the Tacoma Boatbuilding Company, Tacoma, Washington, and the principal owner is Tony Dutra who will be in command of the vessel. He has been fishing in the local fleet for the past ten years. Chief enginer will be Walter Burres who is a co-owner in the SUN HILARITA and is also well known in the fishing fleet. The vessel is to carry a Cessna airplane, equipped with floats, to be operated by an experienced fisherman-pilot, Donald Croker. Charles Kaufmann who is chief engineer on the MAURITANIA is also interested in the vessel.

THE YP-620

(Continued from page 22)

The new oil dock facility amounts to practically a full rebuild job, and will assure much faster fueling of ships. This service is handled by the Texas Oil Co., and is the only one operated by Texaco on the San Diego bay.

Arne Strom, one of the co-owners of the Harbor boat organization is currently at the Tacoma plant, while his partner, Haldor Dahl, is at the San Diego plant for an extended stay pending completion of construction details.

Biggest job at Harbor Boat is the current conversion of the YP-620, a 128 ft. former Navy ship. Also of interest to San Diego fishermen is news that construction has begun on a 108 foot wooden tuna clipper at the Tacoma plant, for stock, and will be brought to San Diego when finished.

During the past two months some 30 overhaul, refitting and repair jobs have been in progress at the Tacoma plant, in addition to several large-scale construction jobs including what is slated to be the world's largest tuna vessel, to be ready late this summer.

THE DEFIANCE

(Continued from page 23)

Built by the Tacoma Boat Building Co., Inc. of Tacoma, the DEFIANCE will be skippered by youthful but experienced Capt. Ted Lucich and will fish for South Coast Fisheries. Chief Engineer Vernon Bailiff is part owner.

Main propulsion is an 8 cylinder 14½x18 inch Washington Diesel, developing 600 h.p. at 277 RPM. Auxiliary power consists of two GM Conversion 6-71 Diesel Auxiliary engines of 100 h.p. each, driving 60 Kw. Delco 110 Volt D.C. generators. A 3 cylinder Model 71 55 h.p. GM Conversion drives a Twin Disc Torque Converter to drive the big Model 250 S Northern Seiner Winch, with deck controls of engine and Twin Disc drive. A 2030 Northern Anchor Winch, motor driven, is also fitted.

Other features include:

Forepeak tanks; Main and Auxiliary engine room, featured by compressing all Diesels, tanks, auxiliaries and refrigeration machinery into one compact layout below main deck. No Auxiliary machinery space on engine flat. Shaft Alley and control valves and piping for brine tank aft of engine room, separated by two watertight bulkheads with doors.

Crews quarters for 12 forward on main deck, with individual sets of drawers, wardrobes, portholes, reading lights and ventilation. A full 3-piece bath adjoins. Galley has large Hughes oil range; tiled and stainless steel sink, extra large mess table, P.A. system to pilot house, entertainment radio, large walk-in storage refrigerator, normal electric refrigeator and plastic tile floor. An electric hot water system is included.

Pilot house carries Intervox Direction Finder, Fathometer, adjoins Masters-Chart room, with large Hallicrafter World-range radio.

THE MARY C. CANAS

(Continued from page 23)

Built in the Tacoma yards of the Puget Sound Boat Building company the MARY C. CANAS has a 12,000 mile cruising range and will carry within its refrigerated holds up to 150 tons of fish. The fuel tanks have a capacity of 17,800 gallons.

The vessel was launched in October at Tacoma, then sailed to San Diego. She is owned by Canas and Tony and Alpino Batista, with the Batistas acting as co-captains on fishing trips. Deliveries will be to Van Camp.

Canas is also part owner of the 125 foot *American Boy*, the 92 foot CAL and the SAOJOAO, 122 footer.

CAPTIONS OF PHOTOS ON PAGES 22 & 23

1. *An alert photographer caught Mrs. O. E. "Jimmy" Hitchcock just as she swung the bottle to christen the fine new CORONADO, built by the Peterson Boatbuilding company for San Diego owners. Left to right, at the ceremony, were George Peterson, Arthur De Fever, naval architect, O. E. "Jimmy" Hitchcock and Mrs. Hitchcock.*

2. Bow view of the new 103 foot tuna clipper CORONADO just preceding launching ceremonies.

3. Haldar Dahl of the Harbor Boat and Yacht Co. (S. D.) and Tacoma Boat Bldg. Co. (Tacoma) pauses during an inspection of a YP undergoing conversion at the Harbor Boat yards.

4. *Joseph Dores, jr., Captain and co-owner of the 103 foot tuna clipper CORONADO missed out on launching ceremonies at Tacoma, Washington, recently, because he had just become a bridegroom and travel was not in the books. But he will take eager hold of his new command and we'll have good things to report from this ship.*

Joe hails from San Diego by way of Portugal, Gloucester and way-points, and has followed the sea for better than 18 years. He has been on the west coast since 1929 out of a total of 31 years in this country, and was formerly Captain of the Frances Marie.

5. A stern view showing the superb design and aft construction features of the tuna seiner DEFIANCE

6. Capt. Ted Lucich, Master, and Vernon Bailey, Chief Engineer, below decks in their new 106 ft. tuna seiner DEFIANCE.

Auxiliary diesel layout in the engine compartment of the seiner DEFIANCE, recently completed by the Tacoma Boatbuilding Co., Inc.

7. *Part of the crowd which attended the christening of the MARY C. CANAS Sunday, April 11. On the bow of the ship are Mr. Bates Harper, general manager of the Van Camp S. D. plant; owner Jacquin Canas, and Mrs. Mary C. Canas after whom the ship is named.*

8. A view of part of the elaborate little chapel reserved for religious observances on the new MARY C. CANAS, christened April 11.

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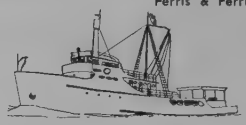

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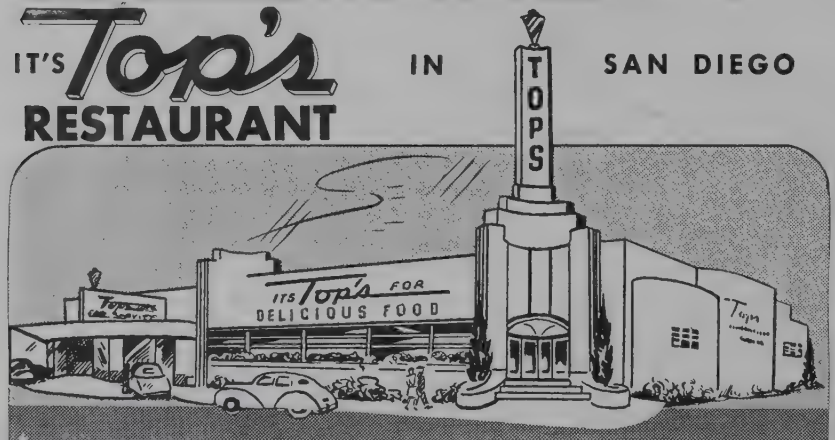

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Mary Malavenda (extreme left), newly elected president of the San Diego Packing company's ambitious "4-U" club, is congratulated on her assumption of the post by club founders (left to right) Georgia de Costa; Margaret Watkins, nurse; Rose Lavanier and Marcella Hagan.

(Photo by John de Beck)

New Officers For 1948 Elected by S. D. Packing Company "4U" Club

Mary Malavende, packer at the San Diego Packing company, has been elected president of the "4-U", plant employee benefit club. Other officers elected were Vi Santi, vice-president; Marian McClain, secretary, and Sue Hackney, treasurer.

Workers at the San Diego Packing company are proud of the "4-U" organization, which was founded by Margaret Watkins, plant nurse; Marcella Hagen and Georgia de Costa in September 1947. The club's name, chosen after a plant-wide contest, was suggested by Rose Lavanier. A miniature tuna clipper ship is used as the organizational pin, with a silver tuna fish pendant for each year of membership.

More than a thousand dollars already has been raised for worthy activities by the club, principally through dances and contributions. During the holiday season, in addition to regular activities, the club members filled and distributed 18 Christmas baskets. A regular practice is the sending of flowers to sick members.

Other accomplishments of the group, with which all plant employees are automatically affiliated, are donations of groceries to fellow workers in times of distress, donations of medical supplies and loans without interest.

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FISHERY CHIEFS MEET

A brace of important closed meetings were held by leaders of the Southern California fishing industry at the San Diego club on Friday, April 23, during which decisive discussions of policy problems were debated. Both cannery officials and boat owners were represented in the afternoon meeting, which was also attended by labor officials and other interested parties.

Luncheon sandwiched between the closed meetings brought together members of the Fish Canners Association of California and invited guests including the following:

Charles A. Winkler, Sec.-Treas., Calif. Fish Canners Assoc., Inc.; Roy Beaton, Exec. V. P. and Gen. Mgr. of the Assoc.; Albert Vignolo, Jr., President, California Fish Canners' Assoc., Inc.; W. Wade Ambrose, Westgate Sea Products Co.; F. W. "Pete" Szalinski, Amer. Tunaboat Assoc.; Jack Crivello, Sun Harbor Packing Co..

Andrew Sanfelippo, Sun Harbor; John Thomsen, San Diego Packing Co.; Warren Enoch, San Diego Packing Co.; Kenneth Berglund, Sun Harbor; William Gillis, Van Camp Sea Food Co.; Herbert Davis, Terminal Island Sea Food, Ltd.; G. H. Clark, Terminal Island Sea Food, Ltd.; Earl M. Nielsen, High Seas Packing Co.; W. L. Robinson, High Seas.

Carl Edwards, Westgate Sea Products Co.; F. Kernell Bernardini, Peoples' Packing Corp.; Donald P. Loker, French Sardine Co.

J. J. Bogdanovich, French Sardine Co.; James B. Lane, Westgate; Nick Trutanich, French Sardine Co.; J. R. Biven, Coast Fishing Co.; R. L. "Doc" Puccinelli, Pan-Pacific Fisheries Co.; Jim de Silva, So. Coast Fishing Co.; Tony Procopio, Peoples' Packing Corp.; T. A. Thomas, Western Canners; Monty Phister, Van Camp Sea Food Co.; Oscar de Beck, publisher and Charles M. Hatcher, Editor, Tuna Fisherman Magazine.

Quick Start Set for Pan-Pacific S. D. Project

Work upon the Pan-Pacific Fisheries, Inc., new $50,000 quick-freeze building, to be located on the G street pier in San Diego, should be well under way by the end of May, word from city and Pan-Pacifib indicated in late despatches.

Approval by the Harbor Commission was followed by City Council "okay" on a lease on the pier by Pan-Pacific, with L. R. "Doc" Puccinelli figuring in recent negotiations.

The corporation will buy market fish, then quick-freeze them and ship out to northern markets. The lease itself covers a plot of ground-wharf area 100 feet square on the northwest corner of the pier at an annual rental of $1000 for the first five years, $1100 the second five years, plus $100 a year for wharf space. An option to renew the lease for two further five-year spans, involving a rental re-negotiation at the time, was also consummated.

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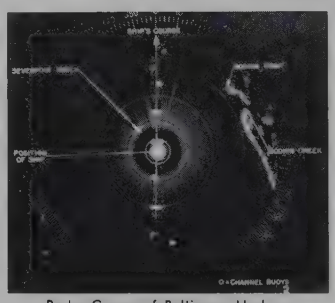

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LUSITANIA INSTALLS NEW KELLOGG DIRECTION FINDER

The successful tuna clipper "LUSITANIA" has just received a complete installation of an important piece of navigation equipment. Sale of this equipment was made by the Kellogg Marine Radio Service of Los Angeles, Calif.

The new gear is a Model 1 automatic direction finder, which, as it's name implies, is completely automatic in direction finding and differs from many others in that it does not find its direction on only one fixed point. It is tuned to find direction on the following:

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3. 2638 KC—ship to ship band.
4. 2738—ship's distress band.

All of these may be utilized for direction finding with the Mod. 1 Kellogg Automatic Direction Finder. Range: Beacon band—to two hundred miles; standard broadcast band—100-500 miles; on boat frequency—50 to 100 miles.

The LUSITANIA is one of the famous Manuel Rosa fleet of tuna clippers, and this latest installation of the new electronic equipment further indicates the degree with which Mr. Rosa is keeping his fleet up to the minute.

Walker Atwell and Manuel Rosa aboard Rosa's tuna clipper "Lusitania" discussing new electronic range-finder.

Minnows or Tuna, the Law Says "No License, No Fish"

"If it lives in water—get a license before taking it."

That's the sound advice given all prospective anglers in California waters, salt or fresh, by Chief H.L. Dunbar, Bureau of Licenses, California State Division of Fish and Game.

New laws set by the 1947 legislature require a license for any fisherman over the age of 16 years. Surf and ocean fishing, and even catfish angling, are covered by the new laws. Taking of Squid, eels, clams and lobsters also require a license.

All species of fish, from abalone to yellowtail, as well as mollusks and crustaceans call for planking down three dollars by Californians—$25 for aliens. Out of state fishermen may obtain a special 10-day permit for $3 and a season license for the same amount that a Californian would be charged in the other State.

JAPANESE FISH CATCH MAKES LARGE ADVANCE

Total landings of marine products in Japan for the year 1947 *amounted to* 4,512,971,000 *pounds, according to the Japanese Bureau of Fisheries, the U.S. Fish and Wildlife service reported recently.*

This figure represents an increase of 1,073,412,000 *pounds over the previous year.*

J. A. Martinolich Seiner To Be New Mother-Ship

The newly completed seiner J. A. MARTINOLICH, 98 *footer which had been scheduled to become one of the Borti Petrich ships as the SANTA ROSALIE, is scheduled to take over the duties of the present mother-ship, REINA DEL MAR, recently operating off the coast of Mexico. The MARTINOLICH has a capacity of about* 200 *tons.*

The J. A. MARTINOLICH had originally been ordered, under the SANTA ROSALIE name, from a boatyard at Alameda, but the yard closed and was sold to the MARTINOLICH interests, which renamed her and completed her at the San Diego yards. Petrich, never one to sit still, last year purchased the seiner STRANGER, put new engines into the hull, and went fishing without a hitch.

Bright and shiny after recent launching at Tacoma, the 103 *ft. seiner PAN-PACIFIC is catching the eye of all who glance her way at San Pedro. She is skippered by Andrew Kuljis, and was designed and built by John Breskovich.*

The PAN-PACIFIC, which will fish for Pan-Pacific Fisheries Inc., was to have a fancy christening party (we couldn't make the deadline on the event but can report with pix next issue) by the company.

The craft has an 180 *ton capacity setup, is all brine equipped; is powered by a husky* 830 *Diesel with two Diesel auxiliaries, and carries four ice machines. She has automatic steering apparatus, and two fathometers—one for deep and one for shallow water, it is reported by Tony Bozanich, who is fleet captain at Pan-Pacific.*

Kuljis was formerly skipper of the COURAGEOUS, which is now fishing in Mexican waters under the able hands of Captain Matt Kovich, and retains his interest in that vessel.

Business Is Good At San Pedro Canneries

San Pedro canneries have been having a rush early-season schedule, with better than 600 tons of tuna recently brought in by five seiners, and approximately 50 more boats in Mexican waters reportedly half loaded as we went to press.

Ted Lucich's spanking new DEFIANCE went over strongly on his first cruise, bringing in 110 tons to South Coast Fisheries, and the DEFENSE, with 140 tons, the ARLENE S with 130 tons; the VAGABOND with 110 tons and the SEA BOY with 100 tons were other examples of good luck attending the San Pedro seiners.

Not yet into berthing, but having fine catches, were five other San Pedro seiners, which between them had put better than 825 tons into the SAIPAN mothership off Costa Rica on present cruises, according to a report from George Webb, manager of the San Pedro Fishermen's Cooperative Association. They were the ST. JAMES; CESARE AUGUSTO; JACKIE SUE; DISCOVERY and GENERAL MacARTHUR.

ALLEN *Automatic* MARINE PILOT

Precision made Commercial Automatic Pilots—the proper sized Allen Hydraulic Steering Motor will steer any boat — These Commercial Units are beauties.

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Let us forward additional data to you at your home address—Allen prices for standard stock Automatic Pilots range from $750.00 to $1395.00.

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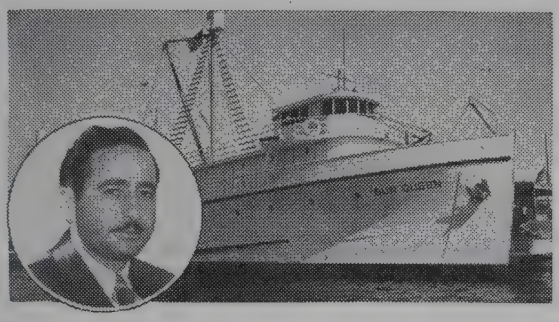

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A Martinac-Built Boat Is Your Guarantee of Complete Satisfaction!

Compactness which for many years has characterized the profile of Martinac-built fish boats commands immediate attention.

Martinac vessels feature an unusually low profile, which serves to keep weight down and stability high —always a factor of major importance in a tuna vessel.

On the tuna banks, Martinac vessels proved exceptionally easy to handle and to maneuver—another prime consideration in a tuna clipper.

For years proud fishermen have lauded the fish catching exploits of their Martinac-built fish boats. Our boat building facilities are second to none, and we welcome the privilege of serving our many friends and customers.

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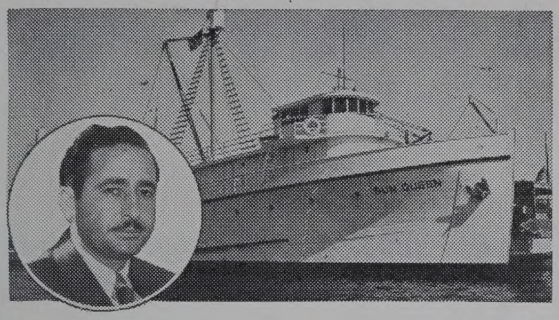

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FAMOUS MARKET

There's a very definite reason why Famous Market serves a good portion of San Diego's far-famed tuna clipper fleet.

Price, service and being everlastingly on the job is only a part of the story. There's the quality of foods & meats we deliver to the fleet. It never varies — it is the best that money can buy in ship & shore supplies.

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Important poultry feeding experiments conducted by the U. S. Department of Agriculture and various State College Stations have shown definitely that both growing chicks and laying hens require additional supplements of vitamins A and D as found in fish oils. Vitamins A and D are essential to normal development and growth of your chicks. Increased egg production and lower mortality result when adequate amounts of these vitamins are supplied.

It is misleading to merely state that fish oil is "biologically tested" or "potent." Even water could be biologically tested — but no vitamin D would be found. If a fish oil is biologically tested, its vitamin A and D content should be guaranteed in UNITS PER GRAM, or any specific weight.

Poultrymen and feed mills alike desire a fully dependable source of vitamins A and D. So we have retained a nationally recognized Biochemical and Nutritional Laboratory to withdraw VITA "D" OIL samples, place their seal on our storage tanks, conduct the essential biological assays, supervise the filling and sealing of all drums of OLIVER'S VITA "D" OIL, and certify its vitamin A and D potency. One of these vitamin A and D potency certificates will be sent upon request.

OLIVER'S Brand Fish Meal

The importance of fish meal in poultry feeding has greatly increased since 1916. Government investigation and private practice have proved without a doubt that the proteins and minerals contained in a high class fish meal are equal, or superior, to those of meat scrap. This does not mean meat scrap is of no value. Instead, a balance of meat scrap and fish meal is most desirable in today's, 1935's modern manner of feeding.

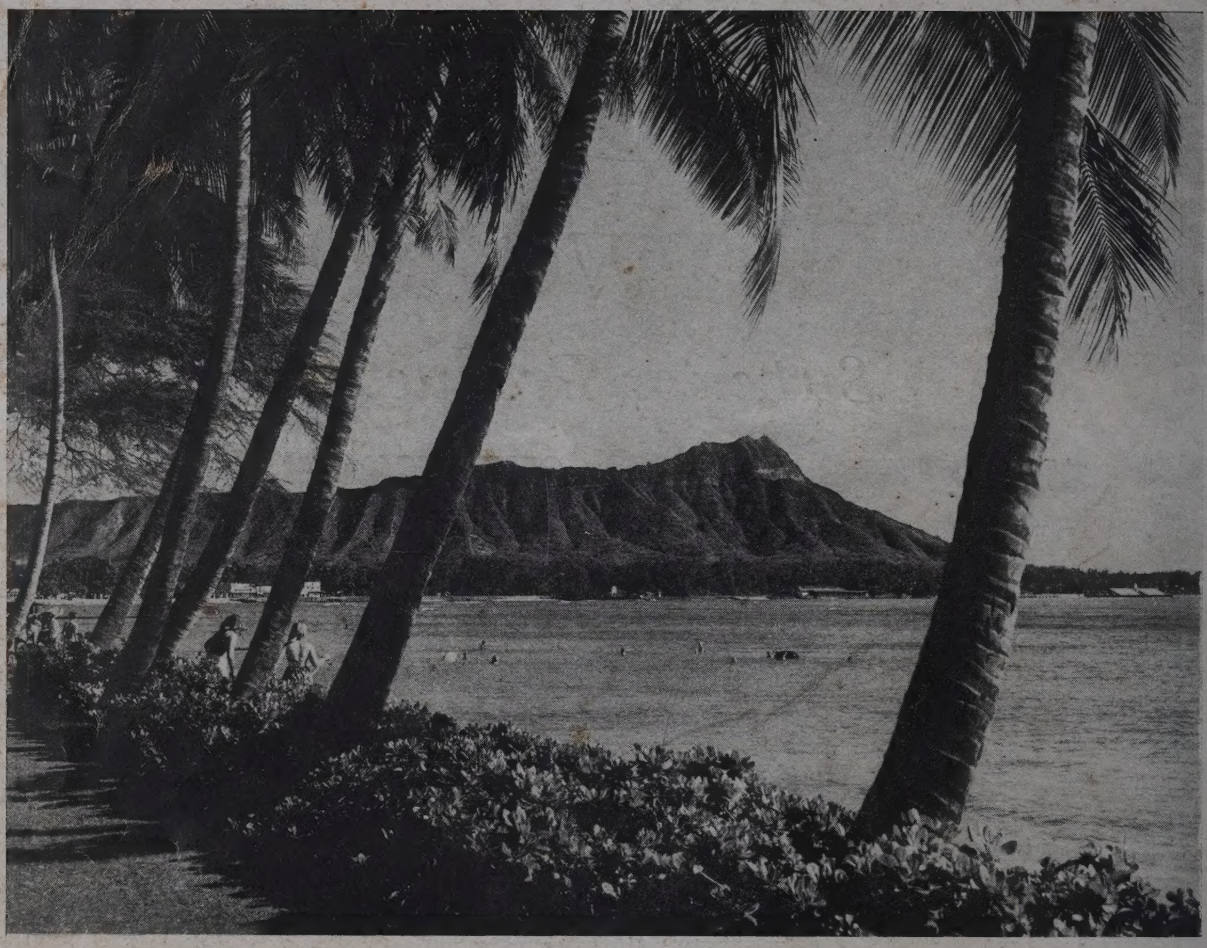
Drying is a tremendously important step in the process of manufacturing fish meal. There are two distinct popular methods of drying, namely, (a) Flame drying, employed by most canneries, handles the fish quite rapidly (30 minutes). This method applies a direct flame to the meal and unless carefully watched will tend to scorch, or even burn, the nutritive factors from the meal. (b) Vacuum system, recognized by most authorities, including Government, is considered the best way to dry. Here you have a low heat, no flame touching the meal and a process requiring from three to six hours to complete. (OLIVER BRAND FISH MEAL is always dried by the vacuum system.) After drying, the material is thoroughly cooled before sacking, is put up in branded bags, and is guaranteed against becoming lumpy or mouldy.

The nutritional values of OLIVER BRAND FISH MEAL are retained since it is vacuum dried. Periodic chemical tests are made on OLIVER BRAND FISH MEAL, and these tests indicate a consistently high protein content.

These two highly DEPENDABLE PRODUCTS are essential in the manufacture of BETTER Poultry Feeds assuring healthy Fowl.

AMERICAN PROCESSING COMPANY

San Diego, California



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You'll see new boats in the fleet, enlarged cannery facilities and many other improvements designed to increase production.

You'll find that again our pack meets the high standards long identified with Hawaiian tuna that's packed while fresh.

This season we expect to resume shipping Hawaiian tuna to our regular customers in most major markets. We believe you'll be pleased with the uniform high quality of our pack.

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